

A Type of Vessel Which May Revolutionize the Methods of Trans-Atlantic Journeys—Other New Things.

Tyne, similar in every respect to the Turbina, but on a much larger scale. The builders have contracted to produce a speed of thirty-five knots, but it is believed that the vessels will easily produce a speed

of thirty-knot knots. The important question is that of the Atlantic routes. In discussing these routes it must, of course, be remembered that speed of thirty-five knots among the mountainous seas of midocean is not the same as with the Gulf Stream, as the Turbina; but, on the other hand, it is equally certain that there is nothing to prevent the construction of vessels of ten thousand tons, capable of making a run more than strong enough to face the Atlantic. It is not, therefore, a question of an astounding speed of thirty-five or forty knots. It is perfectly justifiable, therefore, to assume that a vessel of this size, similar in size to the Campania, thirty-five knots, will be able to make a run at an average speed, and that this will frequently be exceeded in calm water. It is, therefore, not only possible, but, always, exist- that of carrying a sufficient quantity of coal to satisfy the requirements of the voyage. On shore, with a speed and for this reason it is necessary to consider whether it is not better to build vessels of this size, those which are at present in ordinary use, namely, that from Liverpool to London, and from Southampton to the same port, measuring 3,000

Now, a glance at the map will show that those distressful islands, Ireland and Newfoundland, lie almost in a straight line drawn from Liverpool to New York, and that not only does the shortest sea route from the Old World to the New lie between the west coast of Ireland and the east coast of Newfoundland, but that this route measures only a little less than half that between Liverpool and New York.

As a matter of fact, the distance between Galway and Hall's Bay, a deep, well sheltered harbor, is only 1,500 miles. If, then, we suppose that Galway harbored a fleet of ships so as to be capable of taking the largest liners afloat, and that Hall's bay, already in a position to do so, has been connected with the Newfoundland coast by a cable, it is already to hand, possessing the advantage of extreme shortness as compared with others, a route which would attract thousands of passengers, and which would be hindered by the terrors of a six or seven days' voyage from taking the trip to America. For it involves a sea voyage of

Such is the marvelous picture which the turbine encourages one to foretell.

But to make this a popular passenger route the Irish tunnel must be built. Now, it is an exaggeration to say that the construction of a tunnel from England to Ireland is, according to the testimony of the great experts who have been summoned to consider the question, not only a possibility, but a scheme which presents no serious obstacle to the construction of a tunnel.

And this is the invincible logic of time, trade and geographical position to drive it to completion.

Before another three decades are gone, it may be predicted that the route from London to Halifax will be first by rail, via the Irish tunnel, a journey of twelve hours; then by ship, via the Gulf of St. Lawrence, a journey to Halifax by Newfoundland, where a train of Pullman cars will be in operation, a journey of twelve hours; then by Basques, in the southwest corner of the colony; the sea voyage would probably take about a week, and the whole journey might undoubtedly be accomplished in forty, under good conditions, and the rail-ship route would be a saving of about one-half another six hours; from Port au Basques to Sydney, Cape Breton Island, a journey of six hours; from Sydney and once to Sydney, which is the North pole of the Canadian railway system, New Brunswick, a journey of 100 hours; from Sydney, 20 hours; from Montreal, Toronto and Vancouver 20, 45 and 130 hours, respectively; while the sea voyage between 100 and 130 hours from the Pacific coast.

It may be pointed out, however, that this route would only be open, roughly, from the beginning of June to the beginning of September, and that during the remaining months ice blocks the way to navigation on the northeast coast of Newfoundland, and that the sea voyage would probably be used as an alternative.

There is, however, on this part of the coast, a very serious danger of fog, as there is in the dangerous track around the Grand Bank, to baffle the elevators of the Grand Bank, and to give complete immunity from collision, either with other vessels or with the icebergs, is a very serious danger, and during the spring and summer months, during

Grand Army of the Republic

At Cincinnati, Ohio,
September 5 to 10, 1898.
Thirty-second National Encampment.
The Missouri Pacific Railway will sell round trip Excursion tickets on September 5 and 6, at \$1.50. Good to return, ending at Cincinnati, October 1, 1898. The Missouri Pacific will run the Four Flyers from Kansas City, leaving at 9:45 a. m., 1:15, 3:00 and 10:45 p. m. Direct connection at St. Louis with the B. & O. for Chicago and the Vanderbilt line for Cincinnati. Through coaches, Tourist and Pullman Sleepers, Kansas City to Cincinnati. Excursion tickets on sale Union depot, No. 1022 Union avenue and City Ticket Office, No. 1022 Union street.
E. S. JEWETT.

Passenger and Ticket Agent,

"Do you love me, sweetheart?" he asked, passionately.

"I think I do, Henderson," she replied, hesitatingly. "But love is such a funny term, and means so many things. Love to me involves so much that is abstract, in Chicago so much that is passionate, and in New York so much that is plainly business, that I hesitate to say."

"Still, dear, you love me?"

"I think I do," she said. "I am an American girl, born in Boston. I think of you as differentiated from yourself. Educated in Chicago, I am not indifferent to love. Educated in New York, I rather think I can be happy with you. Yes, Henderson, I will love you."

Passengers going East and wishing to avoid the incline to the Union depot, can take Santa Fe Route trains at twenty-second and Grand avenue station. Best dining cars in the world; lighted by electricity and cooled by electric fans.

Santa Fe Route ticket offices, northeast corner Tenth and Main sts., 1044 Union avenue, Union depot and Grand avenue station.

To Get Away From Hot Weather
Take the BURLINGTON ROUTE for
MACKINAC, HARBOR SPRINGS, PE-
TOSKEY or CHARLEVOIX, via lake or
rail. The Vestibuled Limited at 6:10 p. m.
will take you there.

Excursion Rates to Colorado.
The Union Pacific is the only line running two fast trains daily, without change, Kansas City to Denver. Pullman Palace Dining cars. Offices, 1000 Main street, 1033 Union avenue and Union station. Telephone

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And all points West. The Union Pacific is shortest line and makes quickest time. Only 71 hours to Portland. No other line does it. Offices: 1000 Main street, 1038 Union

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Kansas City to Chicago.
Kansas City to St. Louis.
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Via the Burlington Route. No other line.

If you want your wife and daughter to visit the East with comfort, take the Grand

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In the dining car at 6:30 p. m., each day, on the Burlington Route new Chicago

Santa Fe Route Excursions.
G. A. R. Encampment,
\$14.00. Cincinnati and Return, \$22.00.

Sept. 2nd, 3d and 4th.

Christof Klingman, executor of said estate, intend to sell the said settlement thereof at the next term of the final settlement court of Jackson county, to be held at Kansas City, Missouri, on the 21st day of November, 1901.

seventh Precinct—From Euclid ave. to
e st., and from 9th st. to Independence
ave.
Polling place, 2215 Independence ave.
eleventh Precinct—From Troost ave. to
Midland ave., and from 6th st. to Inde-

ence and Lawndale aves.
Third Precinct—From the western
boundary line of the 14th ward to Brighton
and from the northern city limits to
Independence ave. Polling place, 3804 In-
dependence ave.
Fourth precinct—From Porter road to

and tax bills are not paid on or before the 15th
Sept., 1898, they will bear interest at the rate
of five per centum from date of issue. Aug.
1898. Bills may be found at 1411 Montgall ave.,
William Trebey.
In payment, the bills must be presented at city
treasurer's office to be satisfied of record.
HENRY A. WISE, City Engineer.

ate of Johanna Pierson, deceased, that I, Pierson, administratrix of said estate, intend a final settlement thereof at the next term probate court of Jackson county, to be held at City, Missouri, on the 21st day of November, 1904.

ELINOR PIERSON, Administratrix.

W. E. Scofield, Attorney.